

HONGKONG
WEEKLY.

ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE
'OVERLAND'
CHINA MAIL,
BEFORE GOING HOME.

No. 13,859

號九百九十七第百九千一第

HONGKONG MONDAY, SEPTEMBER 9, 1907.

第二初月八年未丁

PRICE, \$8.00 Per Month

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.,
109, Des Voeux Road Central.

GASOLINE LAMPS

WELSBACH MANTLES.

Hongkong, June 14, 1907.

**A GRAND PROMENADE
CONCERT**

will be held on the
VOLUNTEER PARADE GROUND,
on
SATURDAY, the 14th SEPTEMBER,
at 8.15 P.M.

Tickets, \$2 and \$1, can be obtained at
Messrs KELLY & WALSH and at VOLUNTEER
HEAD QUARTERS.

Hongkong, September 4, 1907.

**SUN LIFE ASSURANCE COMPANY
OF CANADA.**

M. R. W. F. GARY, or CONKLIN, has
no connection whatever with this
Company, in any capacity.

POWELL GRANT,
District Manager,
Canton and Macao.

Canton, August 25, 1907.

NOTICE.

BILLS for all Monies Due by me should
be presented to me on or before the
15th SEPTEMBER, 1907. All outstanding
accounts due to me, if not settled on or
before the 15th SEPTEMBER, 1907, will
be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, July 15, 1907.

NOTICE.

BANCO NACIONAL ULTRAMARINO.

THE AGENCY of the above Bank in
Hongkong will, from the 1st of
September, 1907, be transferred to Messrs
ARLINGTON V. APCAR & CO., in the
place and instead of Messrs ROZARIO &
CO.

Dated 21st August, 1907.

**O GERENTE DA AGENCIA
DO BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.**

Hongkong, August 21, 1907.

CAMPBELL, MOORE & CO., LD.

**Hair Dressers, Wig Makers
and Perfumers.**

ELECTRIC MASSAGE
(FACE OR SCALP)

at the Shop, or elsewhere by special
arrangement.

Hongkong, September 2, 1907.

S. GREENFIELD

Successor to
HARRIS-KEENEY CO.,

MANUFACTURER OF HIGH GRADE RATTAN
AND LINED FIBRE FURNITURE.

PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to
all local residents.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1907.

**INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.**

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1907.

A LING & CO.,

10, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**

**Photographic Goods of Every
Description in Stock.**

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

HONAM, 2,338 tons, Captain S. Bell Smith.
POWAN, 2,338 tons, Captain H. I. Black.
PATSHAN, 2,338 tons, Captain C. Lloyd.
KINSHAN, 1,995 tons, Captain B. Branch.
HEUNGSHAN, 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
Route. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

SUI AN, 1,651 tons, Captain W. A. Valentine.
SUI TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursion,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

The S.S. SUI AN and SUI TAI will not run on SUNDAY next.

Canton-Macao Line.

LUNGSHAN, 219 tons, Captain W. Raynell.
SUI AN, 1,651 tons, Captain W. A. Valentine.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

SALAM, 588 tons, Captain J. Wilcox.
NANTING, 588 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

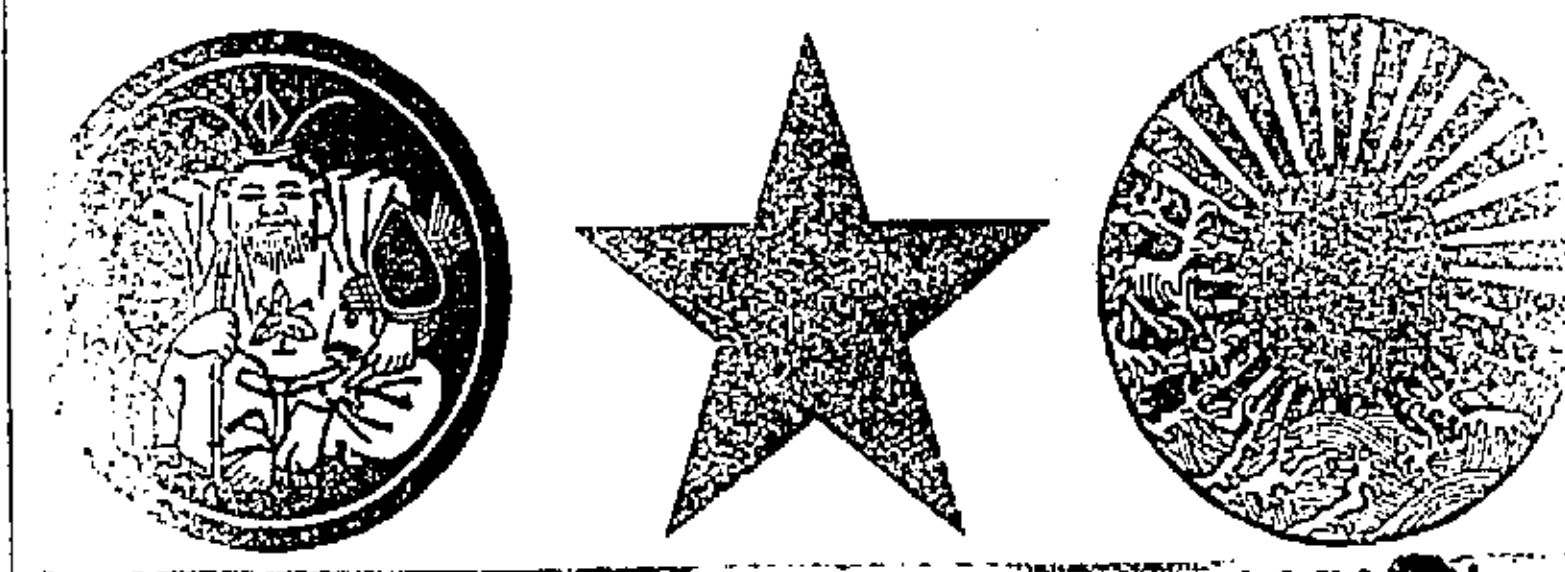
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Horst Marquies, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, **CHINA NAVIGATION CO., LTD.**

JAPANESE BEER



AND A NEW BRAND OF SPECIAL LIGHT BEER

'P E A C E'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The finest brewed in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

CONNAUGHT HOTEL.

18, QUEEN'S ROAD CENTRAL.

First-Class and Up-To-Date.

For terms, apply to the **MANAGER.**

Hongkong, September 2, 1907.

CHINA EXPRESS CO.

3, DUDDELL STREET.

**SHIPPING, FORWARDING AND
INSURANCE AGENTS.**

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,
or weight sent to all parts of the
world. Duty and all other charges can be
prepaid, if desired, so that they are deliv-
ered absolutely free.

Hongkong, July 1, 1907.

'THE WORLD'S NEWS'

(SAI KAI KUNG YIK FO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and
South China.

SUPERIOR MEDIUM FOR CHINESE
ADVERTISING.

**BLOCKS MADE, HALF TONING,
AND
PRINTING A SPECIALITY.**

Orders Promptly attended to

161, DES VOEUX ROAD CENTRAL.

Hongkong, March 12, 1906.

THE CARLTON HOUSE HOTELS

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALITY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

YUEN CHEONG.

SVATOW DRAWN-WORK
MANUFACTURER.

Wholesale & Retail.

A L.L. Kinds of DRAWN-THREAD WORK,
EMBROIDERIES, GLASS CLOTHS,
FURNITURE-WARE and LACERS, &c., &c.

No. 39, Queen's Road Central,
Hongkong

(Late of 52, Wellington Street).

Hongkong, September 4, 1907.

LEE CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED IRON, FIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, September 4, 1907.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE

MOST

RELIABLE

PACKING

DAGGER

PACKING

FOR

MARINE

ENGINES.

BEWARE OF IMITATIONS.

SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE—6, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

Just Received

NEW STOCK OF

'WALKOVER'

BOOTS

IN

BLACK AND BROWN

\$10.50 Per Pair.



SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

August 31, 1907.

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Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, **\$4.50** per Cask, ex Factory.

In Bags of 250 lbs. net, **\$2.70** per Bag, ex Factory.

Shewan, Tomes & Co.

To Let.

FOR SALE at The 'CHINA MAIL' OFFICE
8, Queen's Road Central.

POWELL'S

ALEXANDRA BUILDINGS.

THIS DAY
Special Show

TRIMMED

UNTRIMMED

Millinery

Newest
Smartest

UP-TO-DATE STYLES

Wm. POWELL, Ltd.

Alexandra Buildings

AGENTS:

LONDON—F. ALLEN, 11 & 12, Chancery Lane, Lombard Street, E.C. 4, CLARKE, SON & PLATT, 65, Gracechurch St., E.C. 3, STREET & CO., Ltd., 30, Cornhill, GORDON & GORDON, 15, St. Bride St., E.C. 4, BATES, HENRY & CO., 51, Cannon Street, E.C. 4, WILLS, Ltd., 151, City Road, E.C. 2, HOBART, WATSON, 450, Fleet Street, C. MITCHELL & CO., 8, Snow Hill, Holborn Viaduct, E.C. 1, J. KEENE & CO., 3, Whitefriars St., E.C. 4, MATHER & CROFTON, Ltd., 40, 11, 12, New Bridge St., E.C. 4, MURPHY & CO., 22, Glasshouse St., E.C. 2, W. W.

PARIS AND EUROPE—MAYNARD, FAVER & CO., 18, Rue de la Grande Boucherie, Paris, The Rev. Dr. HARRIS, 12, Rue de Valenciennes, Paris.

NEW YORK—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.

SAN FRANCISCO and American Ports generally—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GORDON, Melbourne and Sydney.

CEYLON—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & CO., Manila.

CHINA—Canton, Peking & Co. Amoy, THE ANGLO-SINO, Foochow, HONGKONG & Co. Shanghai, KELLY & WALES, Ltd., Yokohama, KERRY & WALES, Ltd., Yokohama.

THE CHINA MAIL, LTD., 6, Queen's Road Central.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PALMER.

On sale at the "CHINA MAIL" Office, 6, Queen's Road Central.

Price... 50 Cents.

EAST PRAIA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at "CHINA MAIL" Office, 6, Queen's Road Central.

Price 50 Cents each.

CHRISTIANITY AND THE INTRODUCING INTO CHINA.

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, 6, Queen's Road Central.

Price... 60 Cents.

THE PIANOFORTE AND MUSIC WAREHOUSE.

RECITALS

GIVEN DAILY

on the

GRAMOPHONE GRAND.

INSPECTION CORDIALLY INVITED.

The Latest Gramophone Records

PRICES:

10 in. from \$1.20.

S. Moutrie & Co., LIMITED.

YORK BUILDING, CHATER ROAD.

Hongkong, April 16, 1907.

A. S. WATSON & Co., Ltd.

CELEBRATED BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A PURE MALT

WHISKY

OF

GENUINE AGE

VERY FINE

AND

MELLOW.

PER CASE..... \$15.00.

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, July 27, 1907.

DEATH.
WIKOWSKI.—On the 7th September, in Germany, suddenly of heart disease, PAUL WIKOWSKI. Aged 42 years.

General Memoranda.

WEDNESDAY, September 11.—2.45 p.m.—Auction of Household Furniture, at No. 14, Salisbury Avenue, Kowloon.

Goods per Manchuria undelivered after noon on this date subject to rent.

Goods per D.D. not cleared at 4 p.m. on this date subject to rent.

Goods per Pera undelivered after 4 p.m. this date will be landed.

THURSDAY, September 12.—11 a.m.—Auction of Screw Steam Tug Solent, at H. M. Naval Yard.

SAUNDERS, September 14.—12.30 p.m.—Meeting of Hongkong Hotel Co., Ltd., at Co.'s Hotel.

9.15 p.m.—Concert on the Volunteer Parade Ground.

Transfer Books of Douglas Steamship Co., Ltd., close from this date to 28th Sept., inclusive.

MONDAY, September 16.—3 p.m.—Auction of Crown Land at the Public Works Department's Office.

WEDNESDAY, September 18.—12.30 p.m.—Meeting of Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

THE CHINA MAIL.

HONGKONG, MONDAY, SEPTEMBER 9, 1907.

THE ATTEMPT ON THE KING.

IMMEDIATE will ring round the world when it becomes generally known that the life of our gracious King has only been saved for the benefit of the Empire and mankind by the energy of the Paris police.

The assassination of the Empress of Austria showed that the Anarchist has no regard for the sex or character of the victim he has marked down for destruction.

Men who hold anarchistic views are madmen. Suffering as they are from homicidal mania they should be painlessly put out of existence.

Dogs are frequently afflicted with a similar mania, except that they do not discriminate, and no compunction is felt in slaying them. So it should be with known Anarchists.

They are a danger, not only to the sovereigns and potentates of the world but to all society, using the word in its broadest sense.

If it should be thought that this assertion requires corroboration we have only to consider what occurred when the attempt was made upon the King and Queen of Spain.

The callous murderer knew that, if he succeeded in affecting his object, he must necessarily kill a large number of innocent people against whom even his perverted breast harboured no animosity.

But this act in no way as a deterrent. This callousness for the lives of the commonly as well as desire for the blood of Royalty has also been shown on many occasions by would-be train wreckers who, suspecting that someone they wished to "remove" was going to travel by a certain train, laid obstacles on the track, utterly regardless of the fact that the disaster would bring death or suffering to hundreds against whom they had no real or fancied grudge.

The argument need not be laboured. An Anarchist is as much a danger to humanity as a dog with rabies and the measures of protection used in the one case should be adopted in the other.

Turning from the general question it should be a matter for rejoicing, not only among his own subjects, but among all the civilized people of the world that King Edward has escaped the danger with which he was threatened.

When, before his coronation, he lay on a bed of sickness whence there was reason to fear he would not arise the Empire was shadowed by a great fear. That happily passed away. But since then to the love that his personal character had already won has been added the admiration and esteem which is only given to great leaders of men whether their birth be high or low.

King Edward's powers of diplomacy have done more to maintain the peace of Europe than "all the buzzing of all the Chancellors." With consummate skill he has brought about agreements, understandings and ententes until it would almost seem as if it were impossible that the peace which has blessed the western world so long could be broken. Such a

man could ill be spared either by the Empire over which he rules so righteously and so well or by the other nations which his wisdom has probably saved from the horrors and sufferings of war.

No doubt His Majesty has already been inundated by messages of congratulation at his providential escape but we hope that the felicitations of this Colony will be added to the number.

Small though it is we declare confidently that no other portion of the King's dominions is more heartily loyal and on such an occasion as this we feel that an outward expression of that loyalty is demanded.

It is hopeless for the foreigner to attempt to unravel the hopeless tangle into which Chinese Governmental matters have involved themselves.

Readers will have remarked that a tendency has been shown by the Throne of late to surround itself by the more enlightened of the officials.

Yuan Shi Kai and Chang Chi-Tung, two of the best Viceroy in the service of the Country, have been ordered to join the cabinet.

It might be supposed that they would gladly accept positions in which they could exercise great power for good.

But the actual result has been far otherwise. Each of the Viceroys "begged to be excused." In regard to such matters it may be presumed that there is more in them than meets the foreigner's eye.

Possibly the positions offered to Yuan Shi Kai and Chang Chi-Tung, although apparently involving the discharge of highly important duties, may in reality carry with them no power or responsibility whatever.

It is possible—we will not say probable for the foreign journal which pretends to speak authoritatively on things Chinese has more courage than discretion—that the Throne is still as reactionary as ever.

By placing two officials of well known reform tendencies in places of apparent power and using them as puppets to carry out measures against reformers opprobrium would be transferred from the Throne to these officials.

This, if it were the secret intention, would account for the reluctance of the Viceroys to accept their new posts.

Otherwise it is difficult to see what reason could animate them in refusing to shoulder the onerous but honourable burden proffered them.

They are known to be capable, honest and intelligent men and it seems strange that they should decline an opportunity which, if it is what it appears on the surface, would enable them to work untold good for China.

But speculation such as this is after all groping in the dark. The future may perhaps show that the Viceroys are merely sparing for a freer hand and that the declining of the appointments is only part of the intricate Chinese game which the foreigner can never hope to understand.

LOCAL AND COAST NEWS.

The Peking Government has proposed to establish consulates at Annam, Haiphong and Hanoi in Indo-China.

Li Chi-chu, the new Chinese Minister to Tokyo, will leave Peking on the 11th September for his new post.

The new German steamer Goeben, of the N.D.L. line reached port to-day on her maiden trip to the East.

Seven of the Russian warships in the Amur have been destroyed by fire, the loss amounting to one million roubles.

The Russian Government has consented to pay the sum of 250,000 roubles as indemnity to the Chinese in Vladivostok who sustained damage during the Russo-Japanese war owing to the Russian outrages there.

A coolie, Lai Loi, employed on a water-bus, was charged at the Magistracy to-day with stealing a ring, valued at \$170.00, and a dinghy, (\$25), from Shok Tuo Yu. Mr McMahon sent him to goal for six weeks with four hours' stocks.

Great excitement was caused at Swatow a few days ago by the removal of the big oil tank from the bund. It was towed across the harbour, and all the residents turned out to witness the sight. The present appearance of the bund gives one the impression of earthquake, says a correspondent, but no doubt it will be straightened in a few days.

CHAMBERLAIN'S COUGH REMEDY.

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and storekeepers.

ONE HUNDRED YEARS AFTER.

A spectacle, well nigh unique in its way, was afforded the visitor to Canton during the last week. The vast city had an all-absorbing topic of conversation, in the inquiries suggested by a matchless erection of gigantic proportions and artistic finish so placed that the structure was visible from most points on the extended river front.

Spectacularly, the scene was singularly impressive and reflection on the part of the spectator served to enhance its significance. The man in the street, or on the river, knew that Centennial Commemorations in honour of Robert Morrison were taking place in a kind of matchless cathedral, open at the sides and thus permitting a view of the interior from all quarters.

The more instructed sympathiser called to mind the historic fact that one hundred years ago Robert Morrison came to Canton, the first Protestant Missionary to set foot in China, and that this solitary Christian teacher and sinologue, toiling in patient endeavour during twenty-seven years, contrived to lay well and truly the foundation on which rests a superstructure of education, philanthropy and pure spiritual faith, which, like the temporary cathedral by the river-side, provokes growing inquiry and is destined to attract, as the years and decades pass, the mass of the Chinese people to its kindly gracious shelter.

The story of the three days spent in commemorating Robert Morrison should be in a high degree reassuring to his successors in the Southern capital. That the Provincial Judge, in or near whose hands was the control of the site, lent it readily for the purpose of the commemoration assembly, indicates sufficiently the goodwill of the official classes. That Chinese converts should be found willing to expend large sums in preparation (we understand that the Chinese paid upwards of \$700 to erect the matchless) shows on their part an estimate of benefits derived from the new faith, combined with a determination to let their appreciation be widely discerned by their non-Christian neighbours.

The successful carrying out of a thoroughly attractive programme varied each day with skill and enterprise, which many have been slow to credit to the Chinese Protestant converts, are the best guarantees which the Western teacher and preacher can have that his work in China has been of the right quality to endure and advance, through the decades and centuries.

It appeared in answer to questions that the idea, design, practical arrangements and details of preparation for this function, were all from Chinese in the various churches in Canton. The striking and highly instructive function was, in fact, from beginning to end, native.

The parts taken by the non-Chinese were at the invitation of the responsible managers and committees formed from the native churches.

The zeal and enthusiasm of the promoters was not a little remarkable. A portrait of Morrison (taken from the picture by the well-known artist, Chinnery) had been executed expressly for the commemoration meetings. Attention was called to the portrait hanging at the back of the platform, and by ingenious dialogue and eulogy the attention of the audience was directed through the picture to the leading facts and achievements of the pioneer's marvellous career.

Addresses by Chinese and non-Chinese served to convey information which could not fail to impress the thousands present with the progress of Christianity in China during the century 1807-1907 and its position to-day in relation to the changes and movements of the new time.

What was seen in Canton during the commemoration meetings must, we think, have surpassed the expectations of the most sanguine friends of Christian missions in the Empire and few who were present will forget the impression made by the spectacle provided of thousands from all classes of the community assembled to hear the story of Morrison, the estimate of his services to China and the summaries of the position now held by Christianity in China.

The Hon. J. McKimney, and the Hon. John M. Reynolds, American Congressmen from Illinois and Pennsylvania respectively, are at the Hongkong Hotel with Mrs. McKimney and Miss Reynolds. These gentlemen have been in the Philippines for a month, making a study of political conditions as members of the House Committee on Territories, and are now on their way home.

The Tremont also brought with them from Manila Major and Mrs. D. E. McCarthy, the former quartermaster of the Philippine Division, and their children on the way home at the close of period of service. Captain and Mrs. Palmer are also passengers, Captain Palmer having served as governor of one of the provinces.

New York, August 4.—E. H. Harriman's daughter, Miss Mary Harriman, is engaged to Willard D. Straight, American Consul-General at Mukden, Manchuria, according to a cable received in this city. The reported match is another romance growing out of Mrs. Nicholas Longworth's famous trip to the Orient. It is said Miss Harriman greatly surprised her father recently when she informed him she and Straight had been engaged for nearly a year. They were introduced in Peking by Mrs. Longworth, then Alice Roosevelt, and it is stated it was a case of love at first sight. Harriman is reported to be opposed to the match. Consul-General Straight is only 30 years old, and has been in China practically all of the time since he graduated at Cornell.

Bons-Mots from the House of Lords.—No. 1.—"The noble Lord shakes his head and I'm very glad to hear it," said Lord Balfour of Burleigh.

ONE HUNDRED YEARS AFTER.

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The more instructed sympathiser called to mind the historic fact that one hundred years ago Robert Morrison came to Canton, the first Protestant Missionary to set foot in China, and that this solitary Christian teacher and sinologue, toiling in patient endeavour during twenty-seven years, contrived to lay well and truly the foundation on which rests a superstructure of education, philanthropy and pure spiritual faith, which, like the temporary cathedral by the river-side, provokes growing inquiry and is destined to attract, as the years and decades pass, the mass of the Chinese people to its kindly gracious shelter.

The story of the three days spent in commemorating Robert Morrison should be in a high degree reassuring to his successors in the Southern capital. That the Provincial Judge, in or near whose hands was the control of the site, lent it readily for the purpose of the commemoration assembly, indicates sufficiently the goodwill of the official classes. That Chinese converts should be found willing to expend large sums in preparation (we understand that the Chinese paid upwards of \$700 to erect the matchless) shows on their part an estimate of benefits derived from the new faith, combined with a determination to let their appreciation be widely discerned by their non-Christian neighbours.

The successful carrying out of a thoroughly attractive programme varied each day with skill and enterprise, which many have been slow to credit to the Chinese Protestant converts, are the best guarantees which the Western teacher and preacher can have that his work in China has been of the right quality to endure and advance, through the decades and centuries.

It appeared in answer to questions that the idea, design, practical arrangements and details of preparation for this function, were all from Chinese in the various churches in Canton. The striking and highly instructive function was, in fact, from beginning to end, native.

The parts taken by the non-Chinese were at the invitation of the responsible managers and committees formed from the native churches.

The zeal and enthusiasm of the promoters was not a little remarkable. A portrait of Morrison (taken from the picture by the well-known artist, Chinnery) had been executed expressly for the commemoration meetings. Attention was called to the portrait hanging at the back of the platform, and by ingenious dialogue and eulogy the attention of the audience was directed through the picture to the leading facts and achievements of the pioneer's marvellous career.

Addresses by Chinese and non-Chinese served to convey information which could not fail to impress the thousands present with the progress of Christianity in China during the century 1807-1907 and its position to-day in relation to the changes and movements of the new time.

What was seen in Canton during the commemoration meetings must, we think, have surpassed the expectations of the most sanguine friends of Christian missions in the Empire and few who were present will forget the impression made by the spectacle provided of thousands from all classes of the community assembled to hear the story of Morrison, the estimate of his services to China and the summaries of the position now held by Christianity in China.

THE KINCHOW RIOT.

Magistrate and Family Butchered.

(Chinese Mail's Service)

CANTON, September 8.

It appears that the situation at Kinchow, near Lienchow, is somewhat serious. According to official reports, the rioters, who have been scattered about Pakhoi, Kinchow and Lienchow, have joined the disbanded brigades of Nanning, and on a sudden signal being given, a combined attack was made on the Fong City, which was taken by the rioters without resistance.

As soon as the city was in the hands of the rebels, fire was started in several places and general looting commenced.

His Excellency Wu, the Officer Administering the government, received a wire from the Bureau for foreign affairs at Tung Hing to the effect that Magistrate Sung Chou Yuen and nineteen members of his family had been butchered by the rioters.

His Excellency Wu wired to Kinchow for confirmation, but up to the present no reply has been received.

Under orders from the Acting Viceroy, Admiral Li Chun left for the scene of the riot on board the Chiyuen with two regiments.

Admiral Tann, of Canton, was summoned to the Viceroyalty yesterday, and so far as can be discovered Tann has been instructed to get another two regiments ready for despatch at any moment to the scene.

There is much excitement here among the officials, and all telegraph stations are under orders to accept no telegrams about the riot.

A telegram embodying the above was handed to the telegraph office here for transmission to you yesterday but was refused. On enquiries being made, the fact has been elicited that all stations in the two Kwong Provinces have similar instructions. Further developments will have to go by post.

The Chiyuen left Hongkong to-day for Pakhoi with 800 Chinese troops aboard.

THE MORRISON CENTENARY.

(From Our Correspondent.)

CANTON, September 7.

The second of the series of Morrison Centenary Meetings took place yesterday and again the great tabernacle was thronged. Special invitations were sent to the schools throughout the city and hundreds of the students came. The programme was interspersed with music, both instrumental and vocal, and the Military Band rendered a number of selections being heartily applauded each time.

The first address was by Rev. O. F. Wisner, D.D., President of the Canton Christian College. His subject was "One Hundred Years of Missionary Work in China." He spoke first of the change of feeling that has taken place since Morrison's day. He was not wanted and China was satisfied with the old state of things. The speaker next discussed the changes in conditions, dwelling upon means of communication, international relations, and internal political changes. The major portion of the address was taken up in discussing the influence of missionaries upon China.

There are now 4000 missionaries in the Empire. They have brought the idea of God; they have helped by means of literature. In this connection the work of the great scholars, Legge and Williams, Faber and Allen was referred to. Christian Educational work was emphasized. Now there are 60,000 pupils in Christian schools, and there are a number of strong, well-equipped Christian colleges in the Empire. Christian missionaries have taken an active part in all true reform movements, anti-opium work, the founding of schools for girls and women, anti-footbinding societies, and repeatedly they have assisted in relief work in times of famine and flood.

The address was concluded with a brief resume of medical missionary work. The work of the late Dr. Kerr was especially emphasized. His Chinese name "Ka I-shang" is known throughout South China. Now there are in China 300 Western doctors who have 6,000 Chinese assistants. All this work has been done not for self but for Christ and humanity. It is perpetuating the aim and spirit of Morrison, who was the pioneer of every form of missionary work.

Prof. Yeung Saung-po spoke on the "Coming of Western Education to China," and Prof. Cheung Fung-tau spoke of "A Hundred Years of Translation Work." I regret that I was unable to get reports of their addresses.

One point that impresses the observer is the heartiness with which all divisions of the Christian religion are uniting in the services. The Chinese seem entirely oblivious of any line of division. This is, as it should be. Several French Catholic priests were in the audience yesterday.

TAKE THE POSTMASTER'S WORD FOR IT.

MR. F. M. HAMILTON, postmaster at Cherryvale, Indiana, U.S.A., keeps also a stock of general merchandise and patent medicines. He says "Chamberlain's Colic, Cholera and Diarrhoea Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and storekeepers.

THE FUTURE OF THE PHILIPPINES.

Just at the present moment the question of the future of the Philippine Islands concerns the Far East not a little. Cable wires are warm with contradictory telegrams concerning America's intentions, and it has come to be believed that after all the United States would, if she decently could, get rid of the "little brown brother" and his country, without compunction—this belief being on the principle of where there is smoke there must be fire.

Some time ago the rumour got bruited abroad that America would sell to a fair offer, and the statement received prompt denial from Washington, but during very recent days the story has once more taken wings and there is no denial so far. The latest statement that the Philippines are for sale is said to have emanated from Mr. Longworth, son-in-law of President Roosevelt, and from such a source it is taken to be semi-official.

With the desire to obtain some first-hand opinions from a member of the U.S. Congress, who has recently been in the Islands, a representative of the "China Mail" waited upon Congressman James McKinney, representative of Rock Island District of Illinois, who, with Congressman John M. Reynolds, representative of Pennsylvania, arrived yesterday by the s.s. Tremont from Manila.

Of the future of the Philippines Mr. McKinney speaks with glowing optimism. This is his first visit to the East, and his contact with the Philippines has filled him with amazement at their productivity and brilliant prospects. Progress is being evidenced all along the line, he says, and it is not likely in view of the blood and treasure spilled in the Islands that the United States will sell them.

There is, remarked Mr. McKinney, a party in America who expect colonies to be run like a store—a ledger to be opened and if the receipts do not balance with expenditure after a time the concern to be regarded as an unprofitable one and closed up. This party has made itself heard in America ever since the occupation of the Philippines, and no doubt they always will keep up an agitation to get rid of what they consider to be a burden. But those who appreciate the responsibilities of Empire—who realize the task that colonisation sets a nation—are not likely to agree to any movement for giving

BY TELEGRAPH.

THE TRUNK TRAGEDY.

A Startling Development.

Adsett's being Transferred to Manila.

(From Our Correspondent.)

CHEFOO, September 8.

Adsett's was transferred from his prison on shore to the United States cruiser Galveston at 6.30 p.m., yesterday, by force.

The Galveston leaves Chefoo on Monday evening for Manila, where Adsett's is to be landed.

Some days ago the Colonial Secretary received word from Chefoo that Adsett's had expressed a desire to be handed over for trial.

THE ANTWERP STRIKE.

Cessation of Riots.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, September 7.

The riots at Antwerp have ceased and all was quiet last night, though the strike still continues.

DIPLOMATIC CHANGES.

(Chinese Mail's Service.)

PEKING, September 9.

His Excellency Li Ching Mi, Chinese Minister in Austria, has resigned, and Lui Po Pang has been appointed in his stead.

PRINCE CHING.

Desires to Resign.

(Chinese Mail's Service.)

PEKING, September 9.

Owing to the resignation from the Cabinet of Yuan Shih Kai and Chang Chih Tung, Prince Ching is reported to desire his appointment as President of the Cabinet to be cancelled.

PEKING CHANGES.

Yuan and Chang Allowed to Resign.

(Chinese Mail's Service.)

PEKING, September 9.

Owing to both Yuan Shih Kai and Chang Chih Tung being unwilling to enter the Cabinet, the Throne has asked them to recommend substitutes.

Yuan Shih Kai recommends Yang Shih Hsiang to replace himself, and Chang Chih Tung recommends Chu Erh Sun.

The Waiwupu.

Lu Hui Huan, of the Waiwupu, has repeatedly tendered his resignation on the ground of his inability to carry out his duties, and this brought about the appointment of Yang Shih Kai to the Waiwupu.

Chang Chih Tung not in Peking.

The sudden appointment of Chang Chih Tung as Minister of the Cabinet has led the public to believe that His Excellency has arrived at Peking. As a matter of fact the news of the appointment and Chang's subsequent resignation has been through the wire. His Excellency has not arrived at the Capital, as instanced by the fact that in answer to a wire from Peking hurrying him up, Chang has replied that his delay was due to ill-health.

IN TROUBLE.

(Chinese Mail's Service.)

PEKING, September 9.

Haing Chih Hong, the Provincial Treasurer of the Minchi Provinces has been ordered to submit himself for official investigation.

This is due to representations being made to the Peking Government by the merchants of the Minchi Provinces.

BY TELEGRAPH.

A RAILWAY SMASH.

Eleven Lives Lost.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, September 7.

The express train from Chicago to Minneapolis (Minnesota) has been wrecked at Morristown.

Eleven were killed and seven injured.

CRICKET.

Northern England v. Southern England.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, September 7.

The North of England beat the South of England at cricket by seven wickets.

The game was played at Scarborough.

[REUTER'S SERVICE.]

CHINA'S COUNCILLORS.

LONDON, September 6.

Reuter's correspondent at Peking wires that an edict has been issued appointing Yuan Shih Kai, Grand Councillor and President of the Foreign Office.

THE UNITED STATES.

Attack on Hindus.

LONDON, September 6.

At Bellingham, in the State of Washington, a mob of 500 yesterday night raided some mills where foreigners were working, battered down the doors of their lodgings and badly beat a number of Hindus, driving 750 of them towards the frontier of British Columbia.

Racial feeling and the fact that the Hindus are replacing white labour at the mills are ascribed as the cause of the outbreak.

The Mayor of Bellingham has sworn in special officers to protect Asiatics.

The former positions of the Hindus have been reoccupied, and protection guaranteed, but being terrorised, they are drawing the money due to them and proceeding to Vancouver.

RACING.

Betting on the St. Leger.

LONDON, September 6.

Ever betting on Woodhouse, 4/1 against Roi Herode, 10/1 against Glass Doll, 100/8 against Larig.

There is no betting on the others.

THE UNITED STATES NAVY.

LONDON, September 6.

It is officially stated in Washington that President Roosevelt does not intend to keep the warships now going to the Pacific permanently on that station.

The fleet will return to the Atlantic, when it has fulfilled its mission of demonstrating the feasibility of the safety of transferring a vast fleet from ocean to ocean.

JAPANESE CRUISERS AT TRIESTE.

LONDON, September 7.

Admiral Montecuccoli has given a banquet to Admiral Ijima and officers on board the Lacerona at Trieste. The Archduke Karlstein visited the Tankuba and was entertained by Admiral Ijima.

BRITISH ARMY MANOEUVRES.

LONDON, September 7.

The manoeuvres in Wiltshire are concluded.

The extensions of the fighting lines, which were exaggerated in the South African campaign, were abandoned, and the formations were generally closer than have been practiced in Great Britain for fourteen years.

The work was so severe that many fell asleep in the firing line.

CHINA AND JAPAN.

The Question of the Korean Frontier.

Tokyo, September 2.

Lieut.-Colonel Saito, accompanied by sixty gendarmes, has opened an office at Kanjo (Chientao) on the Chinese and Korean border, and is putting military administration in force with a view to the protection of Korean subjects.

In Japan it is reported that the possession of Kanjo is valid, in view of the evidence testifying to the Korean ownership of Kanjo. Three hundred Chinese troops are said to be staying in the district. The Chinese Franchise requested Lieut.-Colonel Saito to retire. This was peremptorily declined.

September 3.

It is reported that the Chinese Government is continuing to protest against the dispatch of foreign officials to Chientao (Kanjo), which, it maintains, is Chinese territory.

The China-Japanese negotiations at Mukden have been suspended, and there is no hope of an amicable settlement. The chance of the conclusion of the Yalu Forestry Agreement is diminishing owing to internal objections.—"N.O. Daily News."

AGREEABLY SURPRISED.

MANY sufferers from rheumatism have been agreeably surprised at the prompt relief afforded by applying Chamberlain's Pain Balm. For sale by all chemists and storekeepers.

BY TELEGRAPH.

A SINGAPORE FATALITY.

Architect's Assistant Killed.

(From Our Correspondent.)

SINGAPORE, September 9.

Mr Glover, architect's assistant, was killed on Saturday, owing to a fall of masonry.

The deceased was supervising the work of reconstruction at the Town Hall and was employed by Messrs Swan and Maclaren.

He was formerly a resident of Hongkong, and Mrs Glover is still in Hongkong.

[Enquiries among local architects fail to reveal where Mr Glover was employed when in Hongkong, and a search in the Directory and Chronicle resulted similarly.—Ed. C.M.]

AN

UNPOPULAR GOVERNOR.

Not Recognised by the People.

(Chinese Mail's Service.)

PEKING, September 9.

The people of Kiangsu are not satisfied with the appointment of Chang Tsang as Governor of Kiangsu, and the gentry of the province have telegraphed the Peking Government begging his recall.

The people's dissatisfaction was based on the fact that while Governor of Chikiang, His Excellency Chang was held responsible for giving the greatest trouble to the educational institutions on account of the assassination of Governor En Ming, and he was even charged with having been responsible for the killing of certain students.

THE OPIUM CRUSADE.

(Chinese Mail's Service.)

PEKING, September 9.

The Chinese Foreign Office and the Diplomatic Corps are still engaged discussing the opium question. The Chinese Government claims the right to sell the drug under a government monopoly, which is strongly objected to by Foreign Ministers.

TYPHOON NOTICES.

The U.S. Consul General received the following from Manila at 9 a.m. this morning: "September 8, 1907, at 1 p.m., typhoon forming in about North of Guam."

2.30 p.m.

"September 9, 1907 at 1 p.m. Depression developing China Sea N. W. of Luzon."

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the Report of the Board of Directors to be presented at the Ordinary Meeting of Shareholders, to be held at the Company's Hotel, at 12.30 p.m., on Saturday, September 14.

GENTLEMEN.—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their Report for the half year ended June 30, 1907.

ACCOUNTS.—The Profit on Working Account amounted to \$73,068.23 as compared with \$75,552.56 for the corresponding period of 1906, being a decrease of \$2,484.33.

The Profit and Loss Account, including the sum of \$371.83 brought forward from 31st December, 1906, shows a credit balance of \$73,884.50 which the Directors recommend should be apportioned as follows:—

To pay a dividend of 8 per cent. for the half-year	848,000.00
To transfer to Reserve and Contingency Account	10,000.00
To write off Furniture and Fixtures	4,568.02
To carry forward to new Account	10,925.88
	\$73,884.50

DIRECTORS.—Mr W. H. Potts has been granted leave of absence, and Mr F. Maitland joined the Board at the invitation of the Directors. Mr W. H. Potts retires by rotation, but offers himself for re-election.

AGRE.—The accounts have been audited by Messrs A. R. Lowe, C.A., and E. Paterson, C.A., the latter acting for Mr Jeffries. Messrs H. U. Jeffries and A. R. Lowe offer themselves for re-election.

Chairman.

Hongkong, August 30.

RHEUMATIC PAINS RELIEVED.

NO one need now suffer the agonizing pains of sciatic and neuralgic rheumatism, as quick relief may be had by applying Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. The salve relieves the pain and makes sleep and rest possible, which is alone worth many times its cost. Sold by all chemists and storekeepers.

THE HOTEL COLLAPSE.

The Verdict.

The enquiry into the death of the five Chinese who lost their lives through the collapse of the verandahs in the East wing of the Hongkong Hotel was continued at the Magistrate's day, before Mr F. A. Hazland.

Mr G. E. Morrell (Crown Solicitor) appeared for the Crown; Mr L. W. Looker represented the Hongkong Hotel and Mr M. J. D. Stephens watched the proceedings on behalf of Messrs Kuhn and Konor.

Mr T. L. Perkins (recalled) said if he had been asked to remove the pillar he would have taken two courses of brick from just under the cap and then inserted a "needle." The part removed would only extend half-way through the pillar.

Shoring with bamboo was not as strong as when a "needle" was used, but so long as the pillar was propped up securely it did not matter whether a "needle" was used or not. The method used at the Hotel was up to the average in China, but was not sufficient; witness would have used a "needle." Witness did not see the pillars while they were being cut out or propped up. The only thing Mr Perkins had to go by as to the shoring up was Mr Blood's sketch and his inspector's reports.

Mr Looker.—But that is not evidence; you cannot pass an opinion on reports. You might get a dozen reports—good or bad.

Mr Perkins.—In any case a "needle" was necessary.

Mr Looker.—Oh, now you are going further. At first you said you thought you would use a needle. Now you say it is necessary.

Mr Perkins.—I said "I should have used a needle."

Mr Looker.—No, No! You said if it was properly propped you would not need a needle.

Mr Perkins.—To prop it up properly angle iron frames should be used to go right round the pillar.

Mr Looker.—Who is my friend appearing for? I thought it was for the Hotel, it now seems to be for the architects.

Mr Looker.—My friend I am imputing to me whatever motives he likes.

Mr Morrell.—Then I must object to this cross-examination; he had already closed his cross-examination.

Mr Looker.—It is not cross-examination. Mr Hazland intimated that Mr Looker should continue.

Mr Looker.—On what system do you base your opinion on shoring—English or that in force here?—Both.

Mr Looker.—Have you seen any shoring other than Chinese used here?—No.

Mr Looker.—Has the Public Works Department ever formally expressed their dissatisfaction?—When I had my last job six months ago I told the Director of Public Works that Chinese shoring was bad and said that English shoring would have to be used in future.

Mr Looker.—Was there a formal objection from the P. W. D.?—No. It was no use.

Mr Edwards, building inspector, said he examined the alterations going on at the Hotel on July 19 and saw nothing wrong with No. 4 pillar and four days later he called again.

To Mr Looker.—He had to see that work was carried out according to plan, but was not concerned with the rest of the building. The plans did not show any work to be done to the first six pillars from Queen's Road.

Mr A. Shelton Hooper said he was at the Hongkong Club at about 5.40 to 5.45 p.m. on August 1. He saw a very vivid flash of lightning, right over the direction of the Queen's Statue—further back than Lane, Crawford's buildings in the direction of the Hotel. Next day he mentioned the fact to the Director of Public Works as a suggested cause for the collapse.

Mr Morrell.—Can you tell how far back the flash was?—No.

Mr Morrell.—But you say you can tell where it struck?—Yes.

Mr Morrell.—Then how far was it from you? Can you tell that?—No.

Mr Morrell.—From any other object?—Yes. I can say how far to the left or right.

Mr Morrell.—To any distance?—Within a reasonable space, say 100 yards.

Mr Hazland.—Of where it struck?—No! Where it was on the horizon.

Mr Morrell.—Oh! it was on the horizon.

Mr Hooper.—I am speaking of how it appeared to me looking through a window; I could see it was not north of one point nor south of another.

Mr Morrell.—How far distant was it?—I can't say.

Continuing, Mr Hooper said the electric lifts would cause vibration, but in answer to Mr Looker said he did not think it would interfere with the rest wing.

Mr Looker briefly addressed the jury. On the evidence he submitted the only verdict could be death by misadventure.

Mr Morrell argued in a similar fashion.

Mr Hazland in his summing up asked the jury whether they were of opinion that death was due to misadventure. Only two verdicts were open to them and to find that death was caused by neglect necessitated evidence that the neglect was of the grossest nature—amounting to recklessness.

After a moment's consideration the jury returned a verdict of death from misadventure.

UNREST IN FUKIEN.

FOOCHOW, September 4.

The Houchinohai or Red Religion Society has caused troubles in Pinghsien, Changchow. Wang Sun has ordered Brigadier General Ma to proceed to the rescue of the troubles with his troops.

IN THE FLOOD.

Experiences of the Recent Inundations in Japan.

After several days' heavy walking we had settled down for a day or two at Amanohashidate intending to finish up our holiday by taking the train back to Osaka.

As we had a couple of days to spare before the steamer sailed from Kobe we decided to break the long train journey at Fukuichi, the largest town between Amanohashidate and Osaka.

We reached Fukuichi in the afternoon, and as the rain was falling heavily, settled down in an inn without taking much notice of the town or its neighbourhood.

We naturally retired to rest fairly early, but about 1.30 a.m. the inn-keeper woke us up and told us that we had better get up as there was more than a foot of water in the house.

We went down to sea, and, sure enough, the street outside had nearly two feet of water. What were we to do? The inn-keeper advised us to play where we were and for some time we did so, but the river behind, separated from us only by a broad embankment, was rising rapidly.

In a short time we saw soldiers out trying to stop a breach in the embankment. A few minutes more and the bridge across the river gave way with a thundering crash.

Our inn looked in great danger and if we waited much longer all hope of getting out of it would be gone.

The inn-keeper decided that it was better to go. So, bundling up some necessities in a bag, and dressed in nothing but a rain-coat, we sought shelter in another and more secure-looking house. In a short time this, too, began to look unsafe and houses not far off began to fall; so by means of a rope we got on top of a neighbouring roof. This was certainly the most secure spot that could be found.

As day dawned the extent and increasing violence of the mischief began to be seen. The whole valley was a vast lake, studded over with the roofs of houses covered with people. Houses, with all their inhabitants on the roof, came sweeping down that flood, and as they were precipitated against the remains of the bridge, all were thrown and buried in the swirling waters. Some managed to scramble up again on the wreckage to be swept on out to sea; of the others, the newspaper report of the three hundred dead gives the only account.

These were quickly followed by cattle and trees.

The excitement became intense. Suddenly the attention would be attracted in another direction by the shrieks from a neighbouring house which was being carried away, and every one began to think it must be his turn next. In such a flood swimming was out of the question, and everybody had his eyes and hands on any available wood which might be a stand-by to save him from death.

At last just before noon the sky broke and the floods gradually subsided, not, however, anything like as quickly, as they had risen. But by 2.30 p.m. we were able to leave the roofs and to stretch ourselves a little nearer the earth.

Fright had rather driven away hunger, but at 3.30 or 4 p.m. we were glad to get a bowl of rice and some acid berries, like black currants—our only food that day.

Later in the afternoon I got a Japanese military officer to row me to the railway station as I wished to see if there was any railway. The station-master informed me that there would be no trains for seven days as the line had been washed away in five places and there were no bridges; rickshaws, too, were hopeless as there were no roads in a great many places. We were in great difficulties. We had to get back to Kobe to catch the Aki Maru.

In vain we tried for coaches. No matter how much we offered, every man refused. At last about 6.45 in the evening we secured a man whose heart the years opened sufficiently to consent to escort us to a neighbouring town. At nightfall we left the city still submerged in more than ten feet of water.

A more hopeless journey one could hardly imagine. We were two Europeans bereft of practically all our goods, with absolutely nothing except train-coats, making our way to—heaven only knew, where—under the guidance of a Japanese coolie. As we proceeded the darkness deepened till we simply felt our way along, now through a river, again over a dilapidated mountain pass, over some non-existent bridge to fall 20 or 30 feet over some existing bridge. At this we stuck on for between two and three hours, till at last the coolie suggested that we should "yusumi," to which we gladly agreed. We tried two wayside inns, but for reasons best known to themselves, both refused us a night's rest. We struggled on till about 10 p.m. when we got one, where we settled down not to sleep but to broken dreams of corpses and floods.

At 6.30 on the following morning we started to walk again and continued till we found the road sufficiently good to bear a ricksha. The rickshas, however, were not of much service, as most of the low-lying roads were gone and we had to push them over mountains and carry them across streams. By dint of forced marches and constantly changing rickshas we eventually reached a spot where there was an unbroken railway line and got to Kobe just in time for our vessel.

It was our first, and we trust our last, experience of floods in Japan. No country, of course, can prepare for emergencies of this kind, but we doubt if the Japanese even did all that was in their power to lessen the loss of life and the difficulties of transit that naturally result from such a flood. On two occasions I have watched the Japanese in perilous circumstances—

once, when a city was on fire; and, on this occasion, when their city was submerged. They are most certainly to be congratulated on the stoical manner in which they can look on at their goods being destroyed; but what do they do? As far as one can see they do very little. A stolid passivity seems to be their great quality. Even two days after this occurrence they had no bamboo bridges up to replace the stone ones which had been washed away.

A. H. C.

The Aki Maru from Japan yesterday brought back five of the staff of Queen's College who had been spending vacation in Japan, all of whom had had experiences in the floods. Messrs Crook and Sutherland had by far the most thrilling adventure, being on a house-top from about 2 o'clock one morning until after the same hour the next afternoon. Messrs Ralphs, Grant and Birbeck were cut off at Miyashita, and they had an anxious time of it finding their way back to civilization, bridges and roads having been destroyed by the torrents. The rain was tremendously heavy and the rivers rose rapidly. At one point where a bridge had been swept away a wire rope was used to get goods and people across the raging torrent, the women folk being blindfolded and put in a basket.

THE TAK LEE LEUNG.

Li Chi Chin Sued as Partner.

The long list of cases—for various sums amounting in all to \$14,777.90—against the Tak Lee Leung firm was before the Puisse Judge (His Honour Mr A. G. Wise) to-day. It was in regard to those actions that Li Chi Chin had been served as a partner. Li Chi Chin has appealed against Mr Justice Wise's decision that he was a partner and the appeal is still pending.

Mr J. H. Gardiner appeared for Li Chi Chin and Messrs R. A. Harding, R. Harding and F. X. d'Almada e Castro represented various plaintiffs.

Mr Gardiner renewed his application for the adjournment of the actions pending appeal.

The Puisse Judge—I cannot, unless they (the plaintiffs) consent.

The solicitors for the plaintiffs intimated their dissent.

Mr Gardiner.—If your Lordship gives judgment against Li Chi Chin in the event of the appeal succeeding, there will be no possible chance of our recovering costs.

The Puisse Judge—These plaintiffs will not all run away for \$25 each.

Mr Gardiner.—But I can't get judgment.

The Puisse Judge.—Oh, yes; you will!

If you win you get costs on the appeal and costs here will follow. They are all on the same footing.

Mr Gardiner.—Will you make that order?

The Puisse Judge.—No, I cannot here; but the Full Court can. Have you accepted service for Li Chi Chin personally or as a partner?

Mr Gardiner.—As a partner.

The cases were then dealt

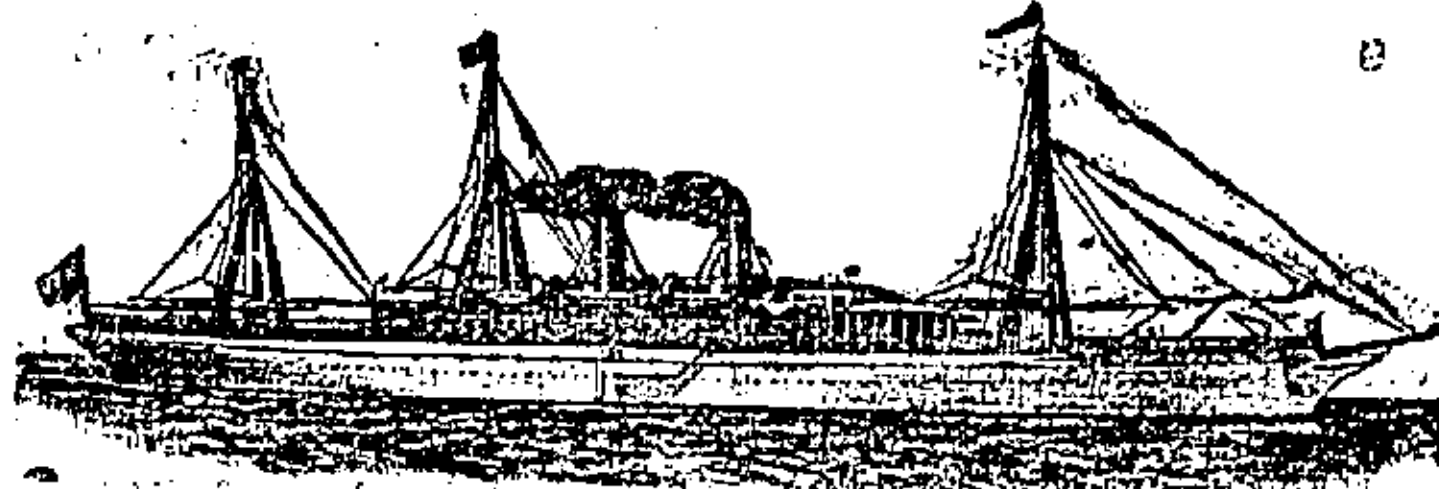
Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP	CEYLON	Sept. 11th	Freight and Passengers
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	CEYLON	Sept. 11th	Freight and Passengers
SHANGHAI	CEYLON	Sept. 11th	Freight and Passengers
LONDON, via USUAL PORTS	CEYLON	Sept. 11th	Freight and Passengers

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the EMPRESS LINE. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. TARTAR	4425 Tons. LEAVE HONGKONG. ARRIVE VANCOUVER. Sept. 11th.
EMPEROR OF INDIA	6000 Tons. THURSDAY, Sept. 26th.
EMPEROR OF INDIA	6000 Tons. THURSDAY, Oct. 24th.
EMPEROR OF INDIA	6000 Tons. THURSDAY, Nov. 21st.
EMPEROR OF INDIA	6000 Tons. THURSDAY, Dec. 19th.

THE OCEANIC ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial EMPIRE STEAMSHIP, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTEAGLE and TARTAR carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK,
General Traffic Agent for China.
CORNER PRINCE STREET AND PRINCE ALBERT, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
VICTORIA, B.O. AND SEATTLE, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Capt. S. J. G. Parsons, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 17th Sept., at Daylight.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	IYO MARU, Capt. Wm. Thompson, Tons 6290	TUESDAY, 1st Oct., at 4 p.m.
SHANGHAI & KOBE.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	FRIDAY, 4th Oct., at Noon.
SHANGHAI & KOBE.	NIKKO MARU, Capt. R. Swain, Tons 5539	FRIDAY, 1st Nov., at Noon.
KOBE AND YOKOHAMA.	RIJUN MARU, Capt. S. G. L. Sprack, Tons 4808	SATURDAY, 21st Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KAGESHIMA MARU, Capt. T. Arakawa, Tons 4327	WEDNESDAY, 11th Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	TOTOMI MARU, Capt. M. Winkler, Tons 3412	SATURDAY, 14th Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	INABA MARU, Capt. Wm. Bainbridge, Tons 6189	SATURDAY, 21st Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. R. Swain, Tons 5539	WEDNESDAY, 2nd Sept., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY Operating the New Twin Screw Steamship MINNESOTA - 28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Austin, { On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

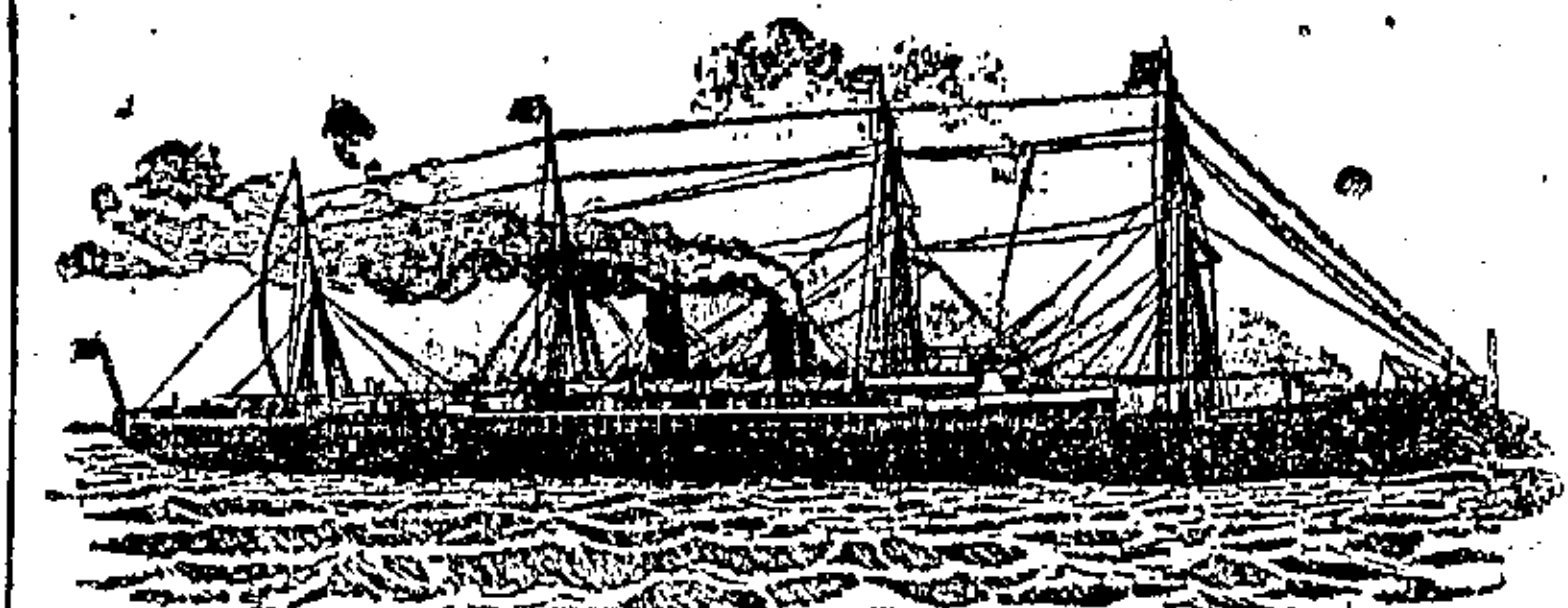
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907
MANOHURIA	27,000 Tons. SATURDAY, 14th Sept., at Noon.
MANOHURIA	27,000 Tons. SATURDAY, 21st Sept., at Noon.
ASIA	9,000 Tons. TUESDAY, 1st Oct., at Noon.
PERSIA	9,000 Tons. FRIDAY, 11th Oct., at Noon.
HONGKONG MARU	11,000 Tons. SATURDAY, 18th Oct., at Noon.
KOREA	18,000 Tons. FRIDAY, 1st Nov., at Noon.
AMERICA MARU	11,000 Tons. SATURDAY, 8th Nov., at Noon.
SIBERIA	18,000 Tons. SATURDAY, 15th Nov., at Noon.
CHINA	10,000 Tons. SATURDAY, 23rd Nov., at Noon.

* Twin Screws.

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons. September 12-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905, 15 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 22 minutes.

THE P. M. Steamship MANOHURIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 14th September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland and Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELEUNG, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL ON.
NICOMEDIA	4370	P. WAGMANN	Sept. 15, at 5 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

HOIHOW, PAKHOI & HAIPHONG. STEAMER TO SAIL

STEAMER	TO SAIL
MANILA	Sept. 10, Daylight.
SWATOW, NINGPO & SHANGHAI	Sept. 10, at 4 p.m.
CEBU & ILOILO	Sept. 12, at 4 p.m.
SWATOW & SHANGHAI	Sept. 12, at 4 p.m.
CHIEFOO & NEWORWANG	Sept. 12, at 4 p.m.
CHIEFOO & TIENTSIN	Sept. 19, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHUA * 1st Sept. 27, at 4 p.m.
YOKOHAMA AND KOBE	CHINOTO * Oct. 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untrivalled Table A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JAEON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	Manila	Saturday, 14th September.
ZAFIRO	2540	A. Fraser	Manila	21st September.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOJI	WINSANG	TUESDAY, Sept. 10, Daylight.
SHANGHAI	YATSHING	TUESDAY, Sept. 10, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, Sept. 13, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE AND MOJI	KUTSANG	THURSDAY, Sept. 19, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

From Hongkong to	1st-Class Single	Return
Singapore	\$ 85	\$100
Penang	" 85	" 130
Calcutta	" 165	" 250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientai, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	PRINZ LITEL FRIEDRICH, Capt. E. Malchow. WEDNESDAY, 11th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	GOEBEN, Capt. B. Welhemi. About TUESDAY, 10th Sept.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz. THURSDAY, 12th Sept., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Soden. About THURSDAY, 18th October.
KUDAT AND SANDARAN	BORNEO, Capt. F. Sembill. About Beginning of October.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

FOR SINGAPORE, PENANG AND CALOUTTA.

THE Steamship JAPAN, Captain J. G. OLIVER, will be despatched for the above Ports on TUESDAY, the 10th inst., at 3 p.m.

For Freight or passage, apply to

DAVID SASSON & Co., Ltd., Agents.

Hongkong, September 8, 1907. 1447

FOR VLADIVOSTOK.

THE Steamship VINE BRANCH, will be despatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on or about MONDAY, the 16th inst.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, September 2, 1907. 1413

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUEBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship TOURANE, Captain LAURENT, will be despatched for MARSEILLES on TUESDAY, the 17th September, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line, s.s. *Armand* bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S.	DATE
ARAND	Oct. 1, 1907.
NEBA	Oct. 15, 1907.
YARBA	Oct. 29, 1907.
SAVAT	Nov. 12, 1907.
TOREY	Nov. 26, 1907.
POLYMER	Dec. 10, 1907.

J. DE CHAMPEAUX, Agent.

Hongkong, September 4, 1907. 1433

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at THOR, PORT DARWIN and OCEANVIEW, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARKANIA, &c.)

THE Steamship ALDENHAM, Capt. St. JOHN GEORGE, will be despatched as above on SATURDAY, the 28th inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 5, 1907. 1443

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	TO SAIL
NOR NEW YORK	5th October.
SIXH	14th September.
FOR BOSTON & NEW YORK	14th September.
GHAZEL	14th September.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAICHING, Captain A. E. HOBBS, will be despatched for the above Ports on TUESDAY, the 10th inst., at 1 p.m.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co., General Managers.

Hongkong, September 7, 1907. 1453

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY & MELBOURNE.

THE Steamship PRINZ SIGISMUND, Captain D. Lenz, (ready to load on Wednesday, the 11th inst.), will leave on THURSDAY, the 12th inst., at Noon.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & CO., Agents.

Hongkong, September 7, 1907. 1455

FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Mongolia 9500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 2nd November, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, September 7, 1907. 1450

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship KASATO MARU, 6100 tons. Will be despatched for Callao Iquique, via Japan Ports (Karatsu, Kobe & Yokohama), on about or Middle of October.

Stewards and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MASEDA, Manager.

Hongkong, April 15, 1907. 521

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE INDUSTRY.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RECENT TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per Annum delivered in Hongkong \$12.50 to all Coast Ports.

6 WELLSHOPE STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.

CHINA MAIL OFFICE, 6, Queen's Road Central.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

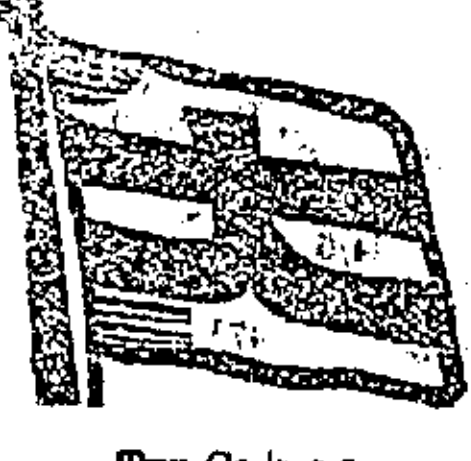
PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Arrive	Steamers	Leave	Arrive
to	Hongkong	from Hongkong	to	Hongkong	from Hongkong
Colombo			Colombo		
TONS	Sept. 1907	TONS	Sept. 1907	Sept. 1907	Sept. 1907
MALTA	Sept. 21	MONGOLIA	Sept. 21	Sept. 21	Sept. 21
DELTA	Oct. 5	VICTORIA	Oct. 5	Oct. 5	Oct. 5
ORIANA	Oct. 19	BRITANNIA	Oct. 19	Oct. 19	Oct. 19
DELHI	Nov. 2	MOULTAN	Nov. 2	Nov. 2	Nov. 2
ARGADIA	Nov. 16	BRITANNIA	Nov. 16	Nov. 16	Nov. 16
DEVANHA	Nov. 30	HIMALAYA	Nov. 30	Nov. 30	Nov. 30
MALTA	Dec. 14	MOLDAVIA	Dec. 14	Dec. 14	Dec. 14
DELTA	Dec. 28	INDIA	Dec. 28	Dec. 28	Dec. 28
DELHI	Jan. 11, 1908	VICTORIA	Jan. 11, 1908	Jan. 11, 1908	Jan. 11, 1908
ARGADIA	Jan. 25	MONGOLIA	Jan. 25	Jan. 25	Jan. 25
PENINSULAR	Feb. 8	MACEDONIA	Feb. 8	Feb. 8	Feb. 8
DEVANHA	Feb. 22	BRITANNIA	Feb. 22	Feb. 22	Feb. 22
DELTA	Mar. 7	MOULTAN	Mar. 7	Mar. 7	Mar. 7
MARMORA	Mar. 21	INDIA	Mar. 21	Mar. 21	Mar. 21
DELHI	Apr. 4	MOLDAVIA	Apr. 4	Apr. 4	Apr. 4
MALTA	Apr. 18	MONGOLIA	Apr. 18	Apr. 18	Apr. 18
DEVANHA	May 2	BRITANNIA	May 2	May 2	May 2
OCEANA	May 16	INDIA	May 16	May 16	May 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

Steamers	Leave	Arrive
to	Hongkong	from Hongkong
Colombo		
TONS	Sept. 1907	Sept. 1907
CEYLON	Sept. 11	Oct. 23
NAMUR	Oct. 23	Nov. 25
MANILA	Nov. 25	Dec. 27
BORNEO	Dec. 27	Jan. 29
NORE	Jan. 29	Feb. 31
SYRIA	Feb. 31	Mar. 31
NYANZA	Mar. 31	Apr. 31
NILE	Apr. 31	May 31
SUNDA	May 31	Jun. 31
BALAWAN	Jun. 31	Jul. 31
NUBIA	Jul. 31	Aug. 31
BOBNEO	Aug. 31	Sep. 31
NORE	Sep. 31	Oct. 31
SUMATRA	Oct. 31	Nov. 31

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.



OSAKA SHOSEN KAISHA.
REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE Co.'s S.S.
YERIMO MARU,
Capt. N. KOBAYASHI,
SINGAPORE & CALCUTTA. FRIDAY, 13th
Sept., at Noon.

* DAIJIN MARU, Capt. I. SAKURAI,
TAMSUI, Via SWATOW, AND AMOY. SUNDAY, 15th
Sept., at Daylight.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unparalleled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* FREMONT	2606	T. W. Garlick	12th September.
* GUVERNIER	2235	D. Baird	1st October.
* SHAWMUT	2606	E. V. Roberts	6th November.

* Cargo only. * Passenger accommodation.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
JUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES
* The Twin-screw s.s. Shawmut and Fremont are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to
Dodwell & Co., Limited
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Notices to Consignees.

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER DELTA.
FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES OF Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and GODOWN COMPANY'S
Godowns at Kowloon, where each consignment
will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.
This Vessel brings Cargo:—
From LONDON, &c. ex s.s. Victoria.
From CALCUTTA, ex s.s. Nile.
From PERSIAN GULF, ex s.s. B. I. S. N.
and B. and P. S. N. Co's steamers.
Optional goods will be landed here unless
instructions are given to the contrary
before 6 hours.
Goods not cleared by the 11th inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be ad-
mitted after the Goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, September 5, 1907. 1438

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO'S
STEAMER PERA.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES OF Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG
and KOWLOON WHARF and GODOWN COMPANY'S
Godowns at Kowloon where each Consignment
will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary
before 6 hours.
Goods not cleared by the 11th inst., at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the
Godowns for examination by the Con-
signee and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be ad-
mitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, September 5, 1907. 1438

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT GARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 30 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT GARS on Week Days.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL GARS by Arrangement at the Company's Office, AXMINSTER BUILDINGS, DEE YOUNG ROAD CENTRAL.
JOHN D. HUMPHREYS & SON, General Managers. 1907

WEEKLY NEWS FOR HOME.

The Overland China Mail
Published to suit the Departure
of each English and French
Mail Steamer to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
The best paper for posting to friends at home.
\$17 per annum (including Postage).
The CHINA MAIL, LD.
8, Queen's Road Central.

HONGKONG DOCKS.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Docks Co., Limited.
Reprinted from the "CHINA MAIL."
Price ... Fifty Cents.
To be had at the "China Mail Office"
8, Queen's Road Central.

NEW BOOK ON THE WAR.

A new work on the Russo-Japanese war,
which promises to possess exceptional
interest, is announced for early publication
in Russia. This is "The Memoirs of
General Linovitch," who succeeded to the
chief command of the Russian armies on
the resignation of General Kuropatkin.
The book will consist of two volumes, the
first giving a detailed statement of the
facts, and the second recording the
general's opinion of the causes of the
Russian disaster.

THE YARN MARKET.

Messrs. Canawase, Pallahej and Co. re-
port under date of September 5:—
Since the issue of our last report on the
23rd ultimo per s.s. Arcadia, the dullness
in our market has been more pronounced.
Demand has entirely subsided, and the
business effected during the interval has
been very small and confined to actual re-
quirements, prices showing a decline of \$1
to \$2 per bale. Latterly, owing to the
steadiness in exchange dealers have entire-
ly ceased buying, while on the other hand
importers are not inclined to yield to any
further concession in price having in view
the steady condition of the Bombay
market. We close dull and drooping.
No. 6s.—Trifling business at \$2/
decline in rates. No. 8s.—Continuing
neglected. No. 10s.—Small sales in
favourite well-known spinnings at a decline
of \$1 to \$2 per bale. No. 12s.—Trifling
enquiry for desirable chops at the above
decline in prices. No. 16s.—Very diffi-
cult to move, only three or four tickets in
special request. No. 20s.—Values have
declined \$1 to \$2 per bale, at which there
is but very small enquiry.
Sales during the past fortnight comprise
of about 80 bales of No. 6s.; 1,250 bales of
No. 10s.; 405 bales of No. 12s.; 95 bales of
No. 16s. and 455 bales of No. 20s.; in all
about 2,555 bales. Arrivals per steamers
Namsang, Socotra, Kumsang, G. Apear,
Ischia and Delta amount to about 13,595
bales.
Shipment to Shanghai and Northern
Ports of about 3,000 bales. The unsold
stock is estimated at about 41,000 bales.
Local Mills.—No business is reported.
Japanese Yarn.—Sales reported are 100
bales of No. 16s. at \$118 to \$122, and 250
bales of No. 20s. at \$126 to \$124.

Hotels.

KING EDWARD HOTEL.
A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong.
For terms, &c., apply to the
MANAGER.

BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL),
SEAUKWAN ROAD.
A Pleasant Drive along the Sea Front,
either by Tram or Ricksha.
BEST OF WINES, BOWLING,
BILLIARD, &c.
A CONVENIENT MARSHED FOR THE USE OF
BATHING AND VISITORS.
A FIRST-CLASS
EUROPEAN STRING BAND
will be in attendance
EVERY SUNDAY EVENING,
at 8 o'clock.
TELEPHONE No. 333.
Hongkong, September 6, 1907. 1018

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMBER,
SHAMBER, OANTON,
ON THE BRITISH CONSUL.
H. HAYNES, Manager.
MACAO HOTEL.
TELEGRAMS, FARMER, MACAO,
MACAO, CHINA.
In the Centre of Praya Grand.
BOTH Hotels Electrically Lighted and
under Experienced European
Management.
Every Comfort and Convenience for
Residents and Tourists.
WM. FARMER, Proprietor.
Capt. T. AUSTIN, Manager.
THE "REVENUE OF CHINA,"
A SERIES OF ARTICLES,
Reprinted from "The China Mail."
WITH AN APPENDIX.
To be had at the Office of THE PRESS,
8, Queen's Road Central.
Price ... One Cent.

A HISTORY OF UNION CHURCH.

By Rev. G. H. BONDFIELD and
BY DYER BALL, M.B.A.S.
Edited by Rev. C. H. HICKLING.
To be had at the "China Mail Office,"
8, Queen's Road Central.
Price ... \$1.00.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 5th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut—Mel Lung Pa	lb 23
" Corned—Ham Ngau Yuk	" 20
" Bones—Shiu	" 20
" Breast—Naga Lam	" 15
" Soup—Tong Yuk	" 15
" Steak—Ngau Yuk Pa	" 20
" Cutton Ngau Lau Shikola	" 30
" Sausages—Ngau Chanang	" 26
Bullock's Brains—, Slow	per set 10
" Tongue fresh—Ngau Li	each 60
" Corned—Ham Ngau Li	" 55
" Head—Ngau Tau	" 80
" Heart—Ngau Sam	" 12
" Hump, Salt—Ngau Kin	" 20
" Feet—Ngau Kerk	each 7
" Kidneys—Ngau Yiu	" 10
" Tail—Ngau Mei	" 17
" Liver—Ngau Con	" 12
" Tripe (undressed)—Ngau To	" 7
Calves' Head & Feet—Ngau-chai-tan-kak, set	\$1.00
Mutton Chop—Young Pal Kwat	" 12
" Leg—Young Pei	" 24
" Shoulder—Young Shao	" 20
Pigs' Chittings—Chi chong	" 24
" Brains—Chi Know	per set 2
" Feet—Chi Kerk	" 12
" Fry—Chi Chak	" 12
" Head—Chi Tau	" 12
" Heart—Chi Sum	each 9
" Kidneys—Chi Yiu	" 8
" Liver—Chi Con	" 12
Pork Chop—Chi Pal Kwat	" 21
" Corned—Ham Ngau Yuk	" 22
" Leg—Chi Pal	" 22
" Fat or Lard—Chi Yau	" 24
Sheeps' Head and Feet—Young Tau Kerk set	60
" Heart—Young Sum	each 6
" Kidneys—Young Yiu	" 10
" Liver—Young Con	" 12
Sucking Pigs, To Order—Chi Chai	" 1
Suet, Beef—Sang Ngau Yau	" 16
" Mutton—Sang Ngau Yau	" 24
Veal—Ngau Chai Yak	" 20
" Sausages—Ngau Chai Chong	" 20

Poultry.

Chicken—Kai Chai	lb 28
Capons, Large, Small—Siu Kai	" 32
Ducks—A	" 15
Doves—Pan Kau	each 15
Eggs, Hen—Kai Tau	per dozen
Fowls, Canton—Kai	lb 28
" Hainan—Hol Nam Kai	" 26
Geese—Ngol	" 26
Geese, Wild Shai—Sho Yee Ngol, pair	" 26
Musk Deer—Wong Keng	each
Hare, Shanghai—Tu Chai	"
Partridges—Chi Kai	"
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each 25
" Hothow—Hol How Pak Kup	" 23
Quail—Um Chun	"
Rice Birds—Wo Pa Chank	dozen
Snipe—Sa Choy	each 20
Turkeys, Cook—Phor Kai Kung	" 45
" Hen—, No	" 45
Wild Ducks, Shai—Shanghai Solap pair	"
Teal—Sui Ap Chai	"
Wild Ducks Canton—Sang Shing Sui Ap, ea.	"

Fish.

Bartel—Ka Yu	lb 12
Bream—Bia Yu	" 14
Canton Fresh Water Fish—Hol Sin Yu	" 14
Carp—Li Yu	" 18
Catfish—Chik Yu	" 11
Codfish—Man Yu	" 24
Crabs—Hal	" 18
Cuttle Fish—Mink Yu	" 12
Dab—Sa Mang Yu	" 14
Dog Fish—Tit Tu Sa	" 10
Eels, Congor—Hal Man Yu	" 14
" Fresh water—Tam Sin Yu	" 14
Eels, Yellow—Wong Sin	" 14
Frogs—Ten Kai	" 98
Gardoups—Sek Pan	" 48
Gudgoun—Pak Kup Yu	" 12
Herring—Tuo Pak	" 20
Halibut—Cheung Kwan Kip	" 24
Lobsters—Wong Fa Yu	" 18
Loaches—Wo Yu	" 28
Lubetors—Lung Ha	" 35
Mackerel—Chik Yu	" 12
Monk Fish—Mong Yu	" 20
Mullet—Chai Yu	" 20
Oysters—Sang Hoo	" 20
Far fish—Kai Kung Yu	" 14
Perch—Tuo Loo	" 14
Pike—Fai Pak Pong	" 9
Plaice—Pan Yu	" 18
Pomfret, Black—Hak Chong	" 22
Pomfret, White, Pak Chong	" 28
Pawns—Ming Ha	" 40
Ray—Pol Pa Sa	" 40
Rock Fish—Sek Kaa Kung	" 14
Round—Chi Y	" 28

Meat.

Salmon—Ma Yan Yu	lb 28
Shark—Sa Yu	" 10
Skate—Po Yu	" 10
Shrimps—Ha	" 24
Snapper—Lap Yu	" 24
Soles—Tat Sa Yu	" 20
Tench—Wan Yu	" 18
Turbot—Cho How Yu	" 20
Turtles, small, fresh water—Kork Yu	" 66
White Bait—Ngau Yo Chai	" 1

Fruits.

Almonds—Hong Yan	lb 20
Apples, (California)—Kam San Ping Kho	" 20
" (Chafoo)—Tin Chun Ping Kho	" 15
" Small—Hoi Tong	" 8
" Custard—Fan Lai Chai	each 8
Bananas, fragrant, Canton—San Shing	" 15
Heung Chiu	" 15
Bananas, (brides), Macao—San Heng Chiu	" 6
Chostnuts, Chinese—Fong Lut	" 1
Carambols—Young Tuo	" 8
Cocoanuts—Yeh Tse	each 10
Lemons, China—Ning Moong	" 16
" America—Kum San Ning Moong	" 28
Lichees, Dried—Lai Chai Small Stone	" 28
" Fresh	" 1
Limes, (Sai Gon)—Sai Kung Ning Moong	" 6
Mango, Manila—Lai Sung Moong	" 1
Orange, Canton—San Shing Tim Chang	lb 20
Passion Fruit	each 16
Pears, (American)—Kam San Shui Li	lb 16
" (Canton), Cooking—Sa Li	" 8
Peanuts—Fa Sang	" 10
Persimmons Large—Hong Chio	" 8
Pine-apples, 1st quality—Sheng Poon Tin	" 15
Paw Law	each 15
" 2nd cooking—Chung-lung-paw-law	" 10
Plantains—Tat Chou	" 12
Plums—Swatow Hung Lai	" 6
Pumelos, Siam—Chim Lo Yan	each 10
Shanghai—Lo Kwat	" 1
Walnuts—Hop Tuo	" 12
" Green—Kang Hop Tuo	" 5
Water Melon—(Am.) Kum San Sai Kwa	" 3
" (China) Sai Kwa	" 3

Vegetables, &c.

Artichokes, Shanghai—Sheng Hai Ah	" 1
Chi Cheuk	" 1
Beans, (French), Macao—Oh Moon Pin Ta	" 1
" (French), Shanghai—Sheng Hai	" 1
Pin Tau	" 1
Sprout—Ah Chai	" 4
" Long—Tao Kok	" 6
Beet Root—Hung Choi Tau	each 2
Brinjals, Green—Ching Yuen For	" 4
" Red—Hong Kerk	" 4
Cabbage, Chinese, com.—Kai Choy	" 4
Cabbage Red—Hung Yea Choy	" 4
Cane Shoots, bunch—Kau Shen	" 1
Cauliflower, Large size—Tat Yeh Chai	" 1
" Medium size—Cheung Yeh Chai	" 1
" Small size—Sai Yeh Chai	" 1
Carrots—Kam Shan	" 16
Galeri, Chinese—Tong Kan Chai	" 10
" English—Young	" 6
Chillies Dried—Con Lat Chiu	" 6
" Red—Hong Fa	" 6
" Green—Ching Lat Chiu	" 6
Carry Stuff, English—Kai Loo Chai	" 1
Cucumbers—Ching Kwa	"

Vessels Advertised as Loading

1. **Vertrieb** 1. **Arbeits**

VESSELS.	AGENTS.
Aldenharn (s)	Gibb, Livingston & Co.
Amelia (s)	Carlowitz & Co.
Ameng	Dodwell & Co. Limited
York	Butterfield & Swire
Shazee (s)	Butterfield & Swire
Shuang (s)	Butterfield & Swire
Kwengang (s)	Togo Kisen Kaisha
Kwengang (s)	Shewan, Tomes & Co.
Kueichow (s)	Sander, Wierler & Co.
Kasato Maru (s)	Butterfield & Swire
Karohka (s)	
Vorwersta (s)	
Hupah (s)	

ad, Or	Nicomedia (s).....	Portland & A. S. Co
.....	Taikosan Maru (s).....	Mitani Bussan Kaisha

ama.....	Chig-tu (s).....	Butterfield & Swire
ama.....	Inaba Maru (s).....	Nippon Yusen Kaisha
uhama	Prinz Waldemar (s).....	Melchers & Co.....
	Malta (s).....	P. & O. S. N. Co.....
werp.....	Ceylon (s).....	P. & O. S. N. Co.....
orp, & Co	Kawachi Maru (s).....	Nippon Yusen Kaisha
Maru	Kawachi Maru (s).....	Nippon Yusen Kaisha

Ports...	Changsha (s)	Batterfield & Swire...
Ports...	Prinz Sigismund (s) ..	Melchers & Co.....
Haigou...	Tourane (n)	Messageries Maritimes
.....	Rubi (s)	Shewan, Tomes & Co
.....	Zafiro (s)	Shewan, Tomes & Co
.....	Loongang (s)	Jardine, Matheson & Co, L

.....	Taming (s)	Butterfield & Swire.
.....	Wingsang (s)	Jardine, M'&on & Co.
.....	Prinz Witel Friedrich.	Melchers & Co., Ltd.
.....	Nikito Maru (s)	Nippon Yusen Kaisha.
.....	Sikh (s)	Dodwell & Co. Limited.
..... Japan	Manchuria (s)	Pacific Mail S.S. Co.
..... Japan	Nippon Maru (s)	Toyo Kisen Kaisha.
..... Japan	Asia (s)	O. & O. S.S. Co.
..... Japan	Peria (s)	O. & O. S.S. Co.
..... Japan	Hongkong Maru (s).	Pacific Mail S.S. Co.
..... Japan	Korea (s)	Pacific Mail S.S. Co.

Japan	Minnesota (a)	Nippon Yusen Kaisha
Yokohama	Osaka (a)	Nippon Yusen Kaisha
Yokohama	Riojin Maru (a)	Nippon Yusen Kaisha
Yokohama	Kazeshima Maru (a)	Nippon Yusen Kaisha
Yokohama	Goeben (a)	Melchers & Co
Yokohama	Japan (a)	D. Sasano & Co, L. S.
Yokohama	Noria (a)	Showan, Tomes & Co
Yokohama	Perla (a)	Messageries Maritimes
Yokohama	Yutshing (a)	Jardine, Matheson & Co
Yokohama	Kutsang (a)	Jardine, Matheson & Co, L.
Yokohama	Borneo (a)	P. & O. S. N. Co.
Yokohama	Oceanic (a)	P. & O. S. N. Co.

Ngaihai	Kiukiang (s)	F. & C. B. & Co.
Ngaihai	Kiukiang (s)	Butterfield & Swire ..
Ngaihai	Yachosing (s)	Butterfield & Swire ..
Alacatta	Yewmo Maru (s)	Osaka Shosen Kaisha ..
Tamata	Dajin Maru (s)	Osaka Shosen Kaisha ..
Ooochoy	Huiching (s)	Douglas LaPraik & Co ..
Seattle	Vine Branch (s)	Dod well & Co. Limited ..
Tacoma	Ahi Maru (s)	Nippon Yusen Kaisha ..
.....	Yr mont (s)	Dod well & Co. Limited ..

Peconic Savoric (s)	Dodwell & Co. Limited
Tac-ma Kumeric (s)	Dodwell & Co. Limited
T. J., & Tartar (s)	Canadian P'fco R. O.
T. J., & Empress of China (s) ..	Canadian P'fco R. O.
T. J., & Empress of India (s) ..	Canadian P'fco R. O.

SHARE LIST.—QUOTATION

Stocks.	No. of Shares.	Value.	Paid up.	
BANKS.				
Shanghai Bank Corp.	90,000	\$ 185	all	\$38 1/2
do.	10,000	\$ 125	62 1/2	12 1/2
Insurance Co., Limited ...	99,925	1	6	\$51
INSURANCES.				
Life Office Co., Ltd., ...	10,000	\$ 250	50	\$97 1/2
Insurance Co., Ltd., ...	24,600	\$83.38	\$ 25	\$90
Insurance Co., Ltd., ...	10,000	\$ 15	2 1/2	\$7 1/2
Life Society, Limited, ...	10,000	\$ 250	\$ 100	\$76 1/2
Insurance Association Ltd.	8,000	\$ 100	\$ 60	\$17 1/2
INSURANCES.				

Insurance Co., Ltd.	20,000	\$	100	20	\$87.
Insurance Co., Ltd.	8,000	\$	250	50	\$315.
Insurance Co., Ltd.	5,000	\$	50	all	\$105.
Insurance Co., Ltd.	18,000	\$	25	\$ 25	\$17.
Insurance Co., Ltd.	10,000	\$	63	\$ 63	\$114.
Insurance Co., Ltd.	55,700	Tls.	100	Tls100	Tls.
Insurance Co., Ltd.	30,000	\$	25	\$ 25	\$15.

Ship Co., Limited, ...	20,000	£	50	all	\$41
Steamboat Co., Ltd.	80,000	£	15	£ 15	\$28
N. Company, Ltd., {	60,000	£	5	all	\$3
Company, Ltd.	10,000	£	10	£ 10	\$2
.....	10,000	£	10	£ 5	\$1
& Trading Co., Ltd.	2,000,000	£	1	£ 1	44/8
Lighter Co., Ltd.	8,600	£	50	£ 50	£
Lighter Co., Ltd.	300,000	£	50	£ 50	£

Endgr. Co., Ltd. Preference.	\$100,000	Tls. 50	Tls. 60	Tls. 100
INDEBTED.				
Company, Limited.....	20,000	\$ 100	all	\$68.
Company, Limited.....	7,000	\$ 100	all	\$21.
Activation Co., Ltd. ...	7,000	Tls. 50	Tls 60	Tls.
MARVES.				
Wharf & Godown Co.	40,000	60	all	\$63
Longshew Wharf Co..	32,000	Tls. 100	Tls100	Tls.

Investment and Finance Co., Limited.....	50,000	\$	100	100	\$88.
Investment Co., Limited.....	78,000	Tls.	50	Tls. 50	Tls.
and Building Com.....	6,000	\$	50	\$	30
and Building Co.....	3,674	Tls.	25	Tls. 25	\$36
and Finance Co.....	150,000	\$	10	10	\$10.
Company, Limited.....	12,500	\$	50	\$	50
WAYS.....					\$48

aysa Co., Ltd....	75,000	\$	10	all	\$1
MINING.					
des Charbon-	16,000	Fcs.	250	all	3470.
in	200,000	£	1	18/10	874.
Mining Co., Ltd....					
ns, etc.	12,000	\$	50	all	\$100.
Company, Ltd. ...	30,000	\$	25	\$ 25	\$33
tel Co., Ltd. (S'ha)					
NSARIES.					
	80,000	\$	10	\$ 10	\$11

Co., Limited	10,000	£	10	10	22
SHIPPING.					
Gas Co., Limited...	7,000	£	10	all	1175.
Company, Ltd.	8,000	Tls.	50	Tls. 50	Tls. 1.
Co., Limited	93,000	£	10	10	114.
AND CEMENT.					
ment Co., Ltd.	400,000		10		1102.
MANUFACTURES.					
Eastern Agency. }	8,604	£	12	12/8	364

Oriental Agency,	9,000,000	8	10	%	\$ 810
.....	100,000	8	10	%	\$ 1150
Co., Limited	50,000	8	10	%	\$ 1212
.....	25,000	8	7 1/2	%	\$ 816 1/2
.....	5,000	8	25	%	\$ 240
.....	7,200	2	20	%	\$ 710 1/2
.....	50,000	8	10	%	\$ 925 1/2
.....	125,000	8	10	%	\$ 811 1/2
.....	20,000	Tls.	60	Tls.	\$ 715
.....	10,000	Tls.	75	Tls.	\$ 715

Cotton Spinning	8,000	Tls.	100	Tls100	Tls. 9
" " Co., Ltd.	2,000	Tls.	500	Tls500	Tls. 30
Lean Mortgage	60,000	\$	12	\$ 12	\$8.90
Company, Ltd.	1,200	\$	10	\$ 10	\$28.
& Co., Limited	12,000	\$	25	\$ 25	\$29
Gilted	3,000	\$			
Spinning Post	8,000	\$			

Power Company ..	50,00	\$	10	\$	10 25
Company, Limited..	21,000	\$	5	\$	5 25
OMPANIES.					
imited	67,500	\$	10	\$	10 25
d	300	\$	500	\$	50 \$120
	Amount.	Value.	Interest.		
1886 Tls.	787,200 Tls.	2507 p. annu	P.		
		VERNON and SMYTH S			

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